

paradise

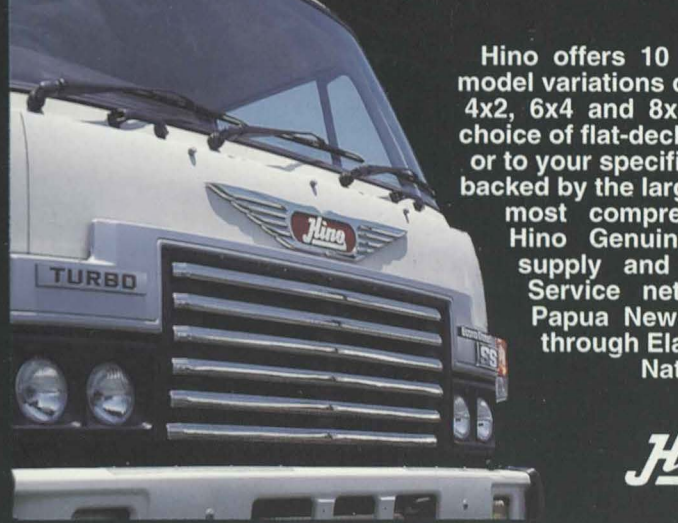
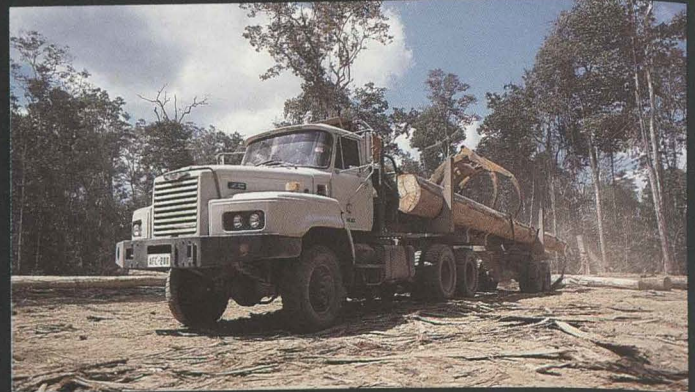
in-flight with Air Niugini



Take this
copy with you
ORGANIC COFFEE
COUNTRY

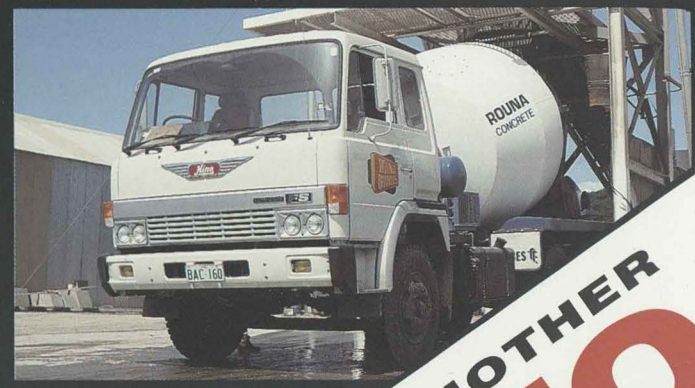
HINO

KING OF THE ROAD



Hino offers 10 specific model variations covering 4x2, 6x4 and 8x4, with a choice of flat-deck, dump, or to your specifications, backed by the largest and most comprehensive Hino Genuine Parts supply and Quality Service network in Papua New Guinea through Ela Motors Nationwide

Hino



Ela Motors

YES...ANOTHER
HINO

ENQUIRIES PLEASE CONTACT
STAN FREEMAN MANAGER TRUCKS & EQUIPMENT DIVISION
PH 229446 FAX (675) 217268 TELEX NE22125 PO BOX 74 PORT MORESBY
FIELD SALES SUPPORT
COLIN OZANNE PH 433660 FAX 422463 PO BOX 3182 LAE
PETER HEYSTRATEN PH 521888 FAX 521937 PO BOX 93 MT HAGEN



paradise

No 98 May-June 1993

Welcome aboard!

This issue of Paradise encapsulates aspects of our rapidly changing society - smallholder coffee growers in the Highlands breaking in to a niche international market in high quality organic coffee some days of the week, and donning fearsome traditional masks and make-up as mud men other days of the week.

An artist in the Milne Bay province, Tom Tanaka, creates weird and wonderful sculptures, modern art at its best, from mangrove roots. I find this particularly imaginative, as mangrove is an abundant material in coastal provinces, used commonly for firewood.

Enjoy these articles and others about our country and our neighbours in this issue.

Have a pleasant flight.

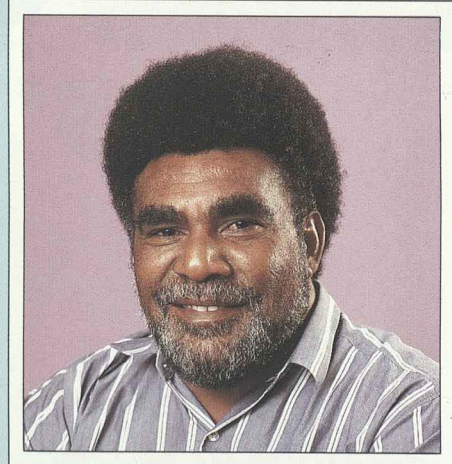
Sir Mekere Morauta
Chairman
National Airline Commission

IN THIS ISSUE:

- 5 BETTER BUILDING**
Unique PNG dwellings mix methods and materials, old and new.
- 11 MUD MAN MANOEUVRES**
Asaro Valley masked villager creates a stir a Australia.
- 17 UNDER THE ASH CLOUD**
Manam Island sorcery and survival during the latest volcanic eruption.
- 27 BATTLE OF THE BISMARCK SEA**
Land-based aircraft won major naval battle in World War II.
- 31 DOWN SOUTH IN MANDANAO**
Pirate haven is now a peaceful multicultural seaport in the Philippines.
- 39 ORGANIC COFFEE**
Pure coffee from Highlands villages is coveted by the world.
- 43 BETWEEN LAND AND SEA**
Weird and wonderful art from the mangroves of Milne Bay

Cover: Aziana, a coffee growing village in the Highlands, untouched by chemical fertilisers or pesticides (see page 39). Photograph by Ranil Senanayake.

Paradise is published bi-monthly by Air Niugini, PO Box 7186, Boroko, Papua New Guinea (telephone 273415; fax 273416).



Sir Mekere Morauta
Chairman
National Airline Commission

Editor — Geoff McLaughlin MBE
Consultant — Bob Talbot
Editorial — Ross Waby
Art Director — Robin Goodall
Subscriptions — Maggie Worri

Advertising

Papua New Guinea —
c/- The Editor,
Paradise Magazine,
P.O. Box 7186, Boroko.
Australia —
Samuelson Talbot & Partners Pty. Ltd.
4/312 St. Kilda Road,
Melbourne, Vic. 3004
Telephone Melbourne (03) 693 1400

Subscriptions

Annual subscription rates for six issues are: NGK30, US\$30, A\$40
Papua New Guinea subscription K15.
(Payment by international bankdraft).

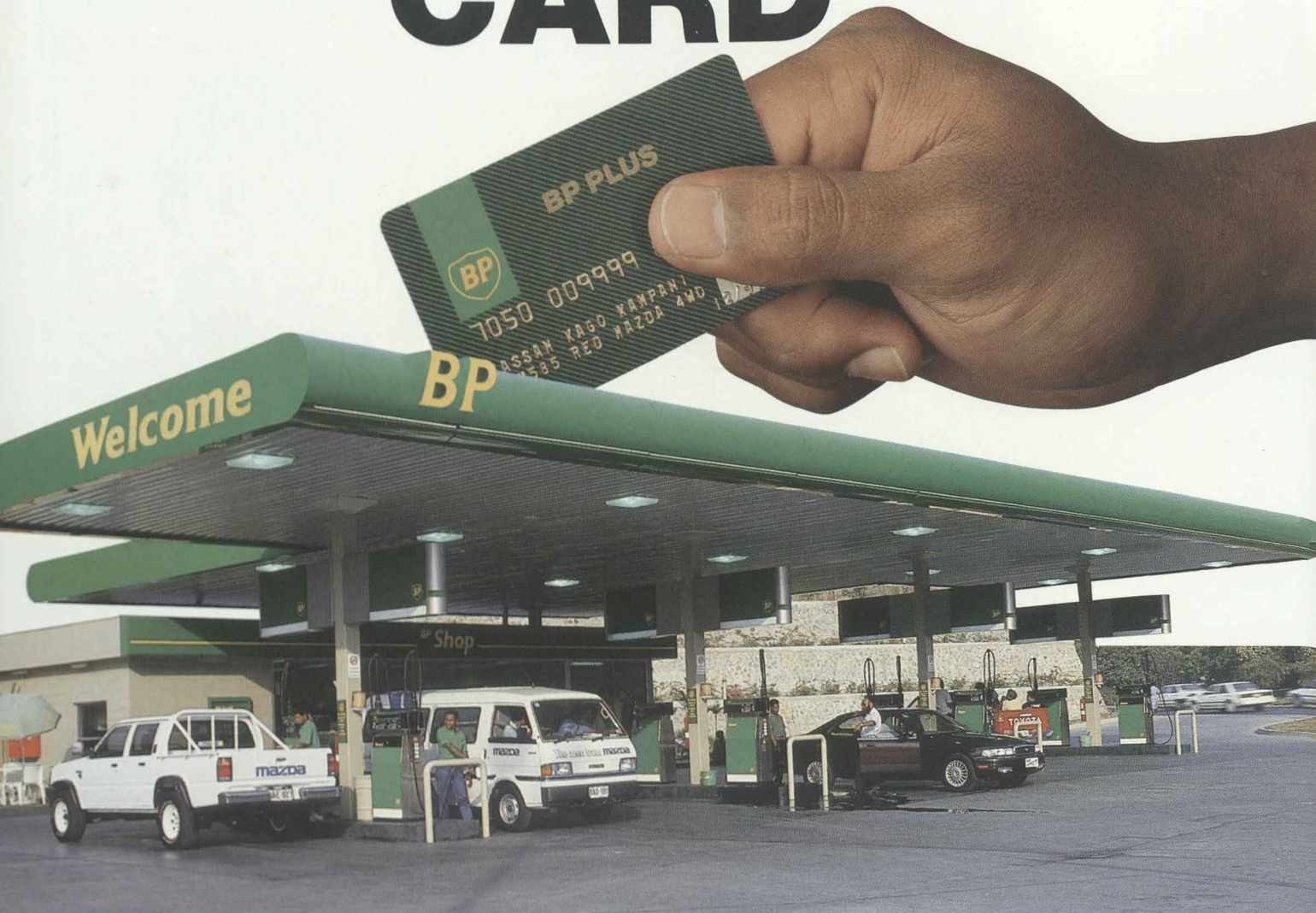
Printed in Hong Kong by
Progressive Printing Agency.
Block C, 2/F, Kam Ming Yuen
No. 11, Kam Ping Street
North Point
Hong Kong

Tel: 563 0145
Fax: 811 1344

While every care will be taken, no responsibility will be accepted by Air Niugini for the return of manuscripts, photographs or artwork.

No responsibility is accepted by Air Niugini for the accuracy of information contained in the text, illustrations or advertisements.

THE BP PLUS CARD



MAKING IT EASIER FOR YOU

The BP Plus card is the easy and convenient way to manage your vehicle fleet.

For the commercial user, BP Plus is the only system to give you full control of your running costs. The BP Plus card solves your problems while increasing efficiency in the administration of your vehicles, with an added bonus of all transactions being totally safe.

The BP Plus System is accepted at all BP outlets nation wide, offering you the most friendly and efficient way to operate your vehicle fleet.



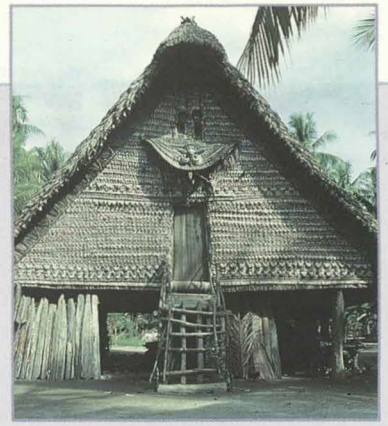
BP Papua New Guinea Pty Ltd

Lae: Ph 42 2200 Fax 42 4401 Port Moresby: Ph 21 1129 Fax 21 1553 Rabaul: Ph 92 1686 Fax 92 1918

BETTER BUILDING

Story by Liz Thompson

Photographs by Iain Stevenson, Liz Thompson, David Week



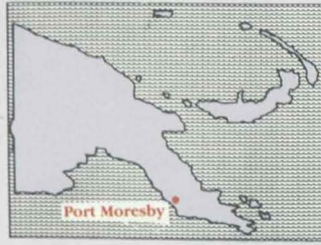
Top
Magnificent traditional Sepik house.
left Award-winning modern house.

A Papua New Guinea company, Pacific Architecture, is producing a new style of building, closely attuned to the needs of the country. The company's director, Sydney-based architect David Week, who has lived and worked in PNG for many years, has a clear philosophical vision of the value of the nation's building traditions.

He says the original, traditional architecture of PNG is rapidly disappearing. It is being replaced by an imported architecture, much of which is irrelevant to PNG's culture, climate, materials and economy. "These modern imports are inappropriate, and fairly harsh and alienating," he said. "I'd like to see a third alternative develop. What we want to do is help create a new regional architecture for PNG, which fuses the best of the traditional architecture with only those modern improvements that really make sense."

PNG's traditional buildings employ sophisticated understandings of how to build in the tropical environment, how to use the local materials in beautiful ways, and how Papua New Guineans live. "We don't copy the traditional architecture," said Week. "We learn from it, and apply what we've learned in new ways." Week also pays careful attention to what the people build in resettlement schemes and the informal settlements in the city. "Here you see people re-creating their own culture in a new way, outside bureaucratic control. Sure, these buildings often look junky. But you have to look past the image and see the new design ideas that are evolving there."

Week sees more to PNG architecture than cultural or climatic appropriateness. He sees it as creating a completely different - and unique - human experience. Modern Western architecture is all about control. It tries to create sharp-edged

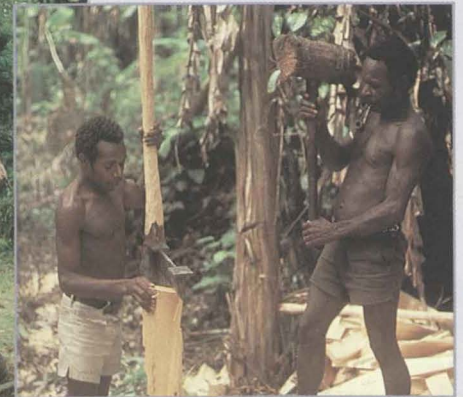
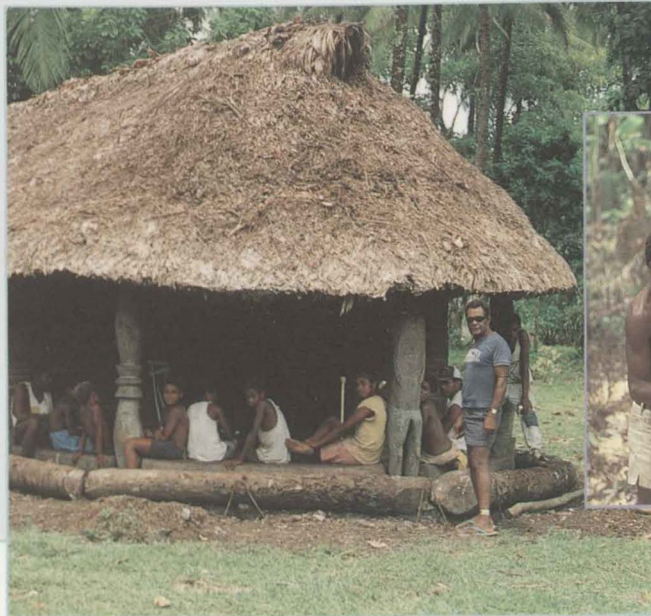


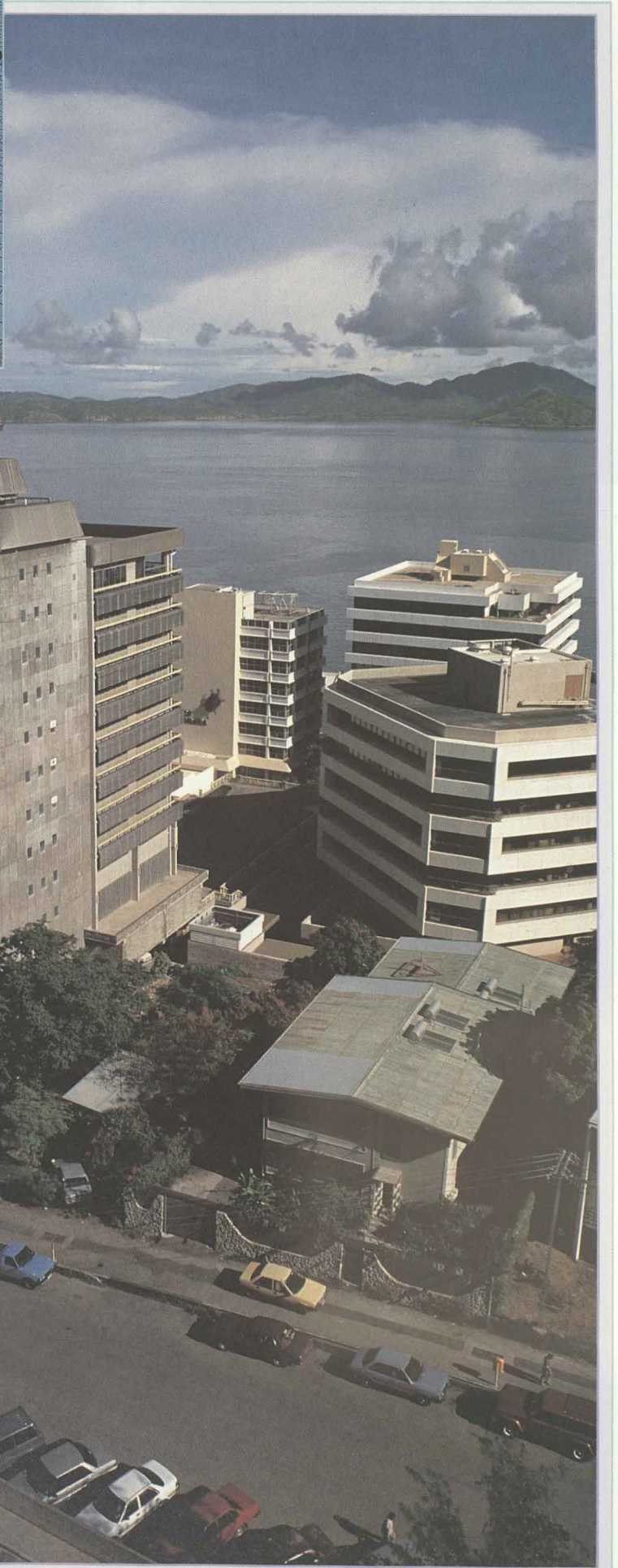
Below Traditional East New Britain house. **inset** Timber splitting in the forest. **bottom** Modern East New Britain house. **top right (facing page and top right)** Western architecture in PNG. **bottom right** Ethereal beauty of traditional building material.

buildings that look permanent, and perfect. It tries to regulate comfort, in a way that narrows

the range of senses. PNG's architecture provides a far broader, more sensual experience. Contact with the earth, the rain, changes in temperature and light are all part of the experience of the building. The materials from which they are made have much more complex and varied tones and textures than materials such as fibro, glass and concrete.

Putting these ideas into practice involves going about the building process differently. The company is committed to working closely with local firms. "It's not

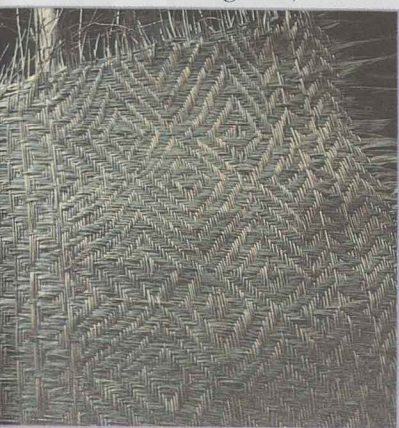




possible to do good buildings without a good local partner who has a long - term relationship with the area," said Week.

Wherever possible, Week brings the people who are going to live in the houses into the process of designing them. This, together with the traditional architectures, is an important source of creative ideas. He has also helped set up local materials production and local training of artisans, to get the materials they want, and enable local people to participate in the construction. "This is not just idealism," he said. "It's almost always better to employ materials and people from the local area. They can produce a much higher quality of craftsmanship than people who are flown in and see it only as a wage-paying job."

In one project, Week spent two weeks with a committee of future users, going through each step of the design process. He also travelled around, gleaning ideas from the village architecture. Pacific Architecture put a construction manager on site to handle logistics, and to



teach people the new construction. This allowed the project to be built completely by small contractors who had previously done only maintenance work. Most of the timber came from village-owned 'wokabaut' sawmills, while other materials came from traditional village crafts. All the doors and windows were made by a workshop which rehabilitated 'rascals' by teaching them joinery.

Sometimes, there is an initial resistance to Week's architectural proposals. He believes this stems from a conventional way of thinking, which sees only two alternatives: traditional or modern. People want houses with electricity, running water, refrigeration, no mosquitoes, houses that do not need to be re-built every 10 years; things he enjoys too. "In the past, people have been presented with a false dilemma; either a modern matchbox, durable, and with amenities, or a traditional house, without them. So people think they have to choose; bush materials or 'permanent' materials; traditional or 'modern', Papua Guinean or European. We want to show that they can have the best of both." The result, he says, is that once his buildings are built - and people can see and feel new alternatives - the controversy dies.

Pacific Architecture has won the annual Papua New Guinea Institute of Architects James Hardie Housing Award for the second time. In 1990 it won for its Staff Housing Project on the island of Bougainville, and in 1992 for a group of four government houses in Palmalal, in East New Britain.



Left Award-winning design in East New Britain. **centre left** Bamboo ceiling in modern house. **centre right** Informal structures which inspire the new breed of architecture. **bottom** Informal structure showing modern influences.

Pacific Architecture can be contacted in Sydney on [61-2] 552 1152, or in Papua New Guinea through SPK Projects, on [675] 927 238.



WHY RUN WITH THE CROWD?



Introducing the All New Mitsubishi Galant - Beautifully Engineered for the Way *You* Drive

Although the new Galant is probably the most handsome new car on the road, its true beauty lies in its sheer driveability. It gives you the freedom to drive exactly how you choose. With a sporty, dynamic personality, it has the energy to set your adrenaline flowing when you want to drive for fun. Yet for an effortless drive home after a long day, it has the smoothness and the comfort you'd expect in a quality saloon. Quite how you drive the new Galant is entirely up to you.

The key to the new Galant's versatile performance is All Wheel Control, a unique approach to car design that puts your needs first. It works on principle that every move a car makes, from accelerating to cornering, depends on how well your aims get passed to the road - and that hinges on all four wheels working as effectively as they can to direct, manipulate and control. With true communication between you and the road,

the new Galant guarantees total control with quicker, safer and more responsive performance than ever before imaginable.

The All Wheel Control vision is brought to reality in the new Galant by some of the most advanced automotive technology ever developed. From the first ever four wheel multi-link suspension system on a front engine, front wheel drive car, to some of the world's most intelligent computer control systems, the new Galant boasts breakthroughs that ensure a smooth responsive drive in all conditions. And with newly developed multi-valve engines, ranging from a 1.8-litre SOHC to a 2.0litre V6 DOHC, you can count on the power for the freedom to drive as you choose.

Discover the meaning of driving freedom with the new Mitsubishi Galant - and feel how All Wheel Control sets it apart from the crowd.



The All New
MITSUBISHI GALANT

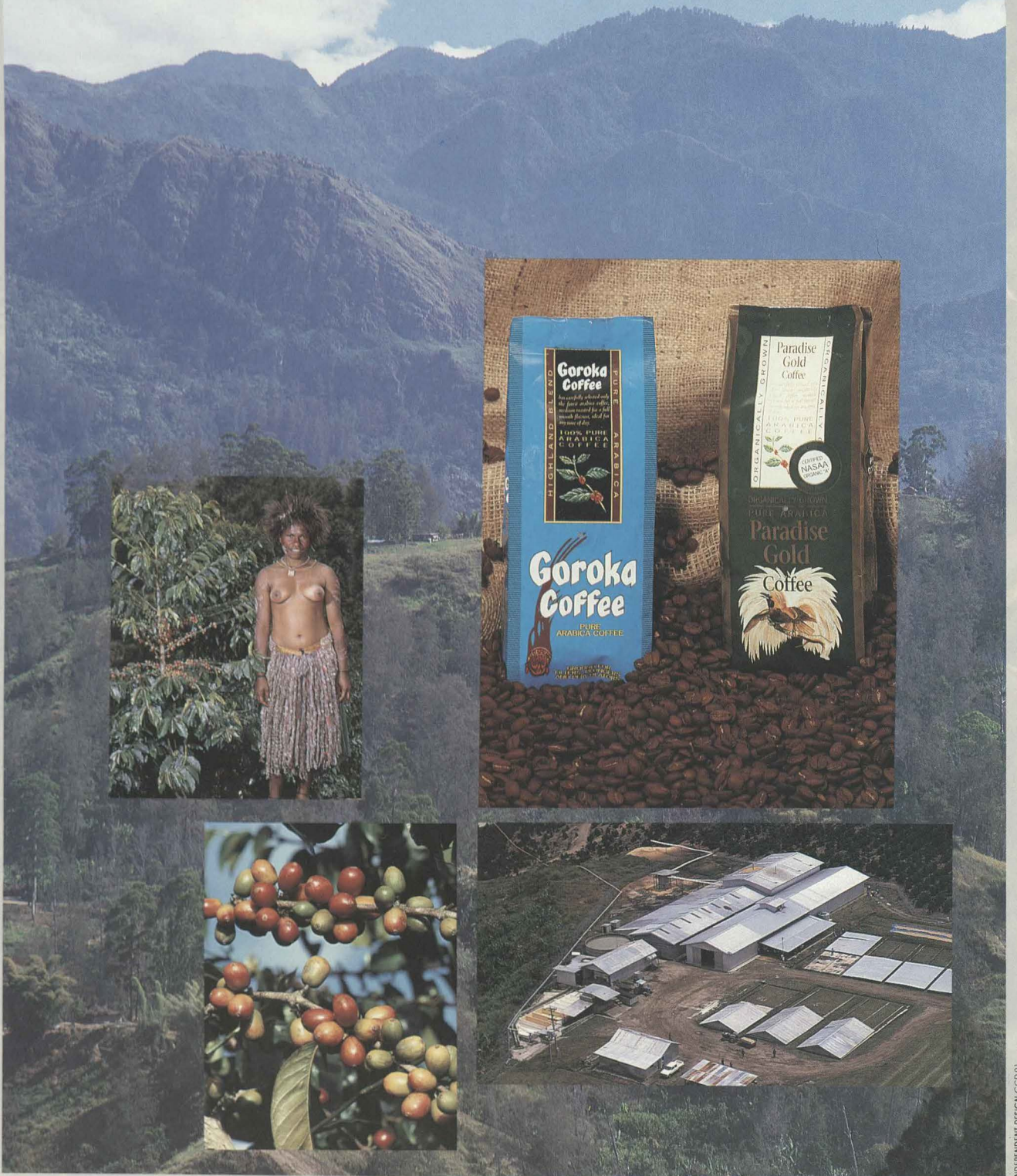


PORT MORESBY 21 7874 LAE 42 2611 RABAU 92 1866

Agents: KIMBE 93 5035 Mt HAGEN 52 1855 WEWAK 86 2784

P A P U A N E W G U I N E A

COFFEE



Goroka Coffee Roasters Pty Ltd Po Box 555 Goroka EHP

INDEPENDENT DESIGN GCR/01

MUD MAN



Photographs by Mike Coutts

“Concrete jungle brings mud man down to earth” blazed the headlines across the front page of the Brisbane Courier Mail. In the week that followed, Henry the mud man turned many heads and created many more headlines around Australia.

In less than four days Henry became the star of the first travel industry roadshow to tour four Australian cities publicising holidays in Papua New Guinea. Organised by Air Niugini, it gave representatives of the PNG travel industry the opportunity to meet their Australian



Story by John Brooksbank

counterparts.

For Henry Sibuno, a mud man from Komonibi village in the Asaro valley just out of Goroka in Eastern Highlands Province, his whirlwind trip around Australia was the experience of a lifetime. Never having been much further than Goroka before, his feelings

Top left Mud men at Asaro Valley in the Eastern Highlands. **top right** Mud man Henry Sibuno on tour in Australia.

manoeuvres

could be compared to those of a first-time visitor to PNG.

Henry presented to Australia an image of the very different lifestyle of his Highlands people. As an Asaro mud man, Henry was an example of the sort of different culture that visitors and tourists to PNG could expect.

Asaro people traditionally wore the fearsome clay masks and plastered their skin with clay to scare their enemies and disguise their true identity in tribal conflicts. With his bow strung and his pig tusk-studded mask, Henry presented a fearsome image.

Underneath, he is a simple, quiet and peaceful villager who acts the fierce mud man warrior for the Bird of Paradise Hotel in Goroka and organises the sale of bilum bags and other artefacts from his village.

Henry gained insights into an urban world vastly different from his village home of 40 years, which with a population



Top left Henry the mud man on the road. **top right** The smiling face behind the mask. **left** A standout figure in an Australian supermarket.



of about 400 is considered to be a large place by local standards. Never having been on an aircraft before, his first flight took him from Goroka to Port Moresby and the next, overseas to Australia!

Accompanying the roadshow to the cities of Brisbane, Melbourne, Sydney and Cairns in as many days,

Left and below Mud man Henry Sibuno takes a breather on his gruelling schedule. **bottom** In full regalia, in front of a television camera



certain aspects of Australian living, so different from the lifestyle he knew, soon became understood by Henry.

He made four appearances on television, including the nationally broadcast Today Show. He was also able to generate considerable

Below Mud man Henry Sibuno was constantly sought out by television crews. **bottom** Presenting part of Papua New Guinea's unique cultural heritage to Australians.



publicity for the roadshow in the Australian newspapers.

In a country where amazingly little is known about PNG, even by travel agents, the value of such publicity is priceless.

The roadshow was the start of an aggressive campaign by Air Niugini to sell the country overseas. An airline spokesman said: "Papua New

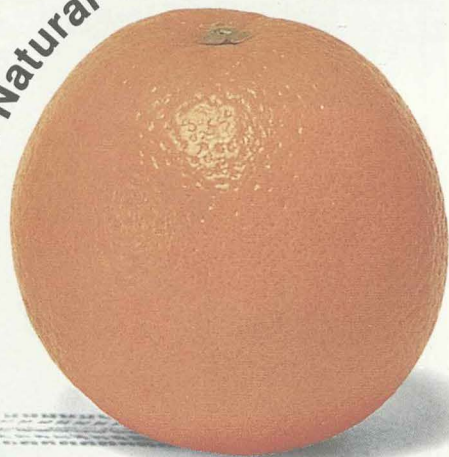
Guinea has a great deal to offer in adventure and cultural holidays but unfortunately the good points of our country rarely get mentioned in the Australian media. At the moment the majority of tourists are from America and Europe where we have a good following. We hope the roadshow will attract far more Australians."

All participants agreed that the roadshow, as the first battle in the campaign, was a definite victory.

Less than a week after he first boarded an aeroplane, Henry flew back to Goroka and returned to his village to resume his comfortable rural existence.



The Natural Choice



Only one car rental company goes the extra distance for you with Papua New Guinea's most up to date fleet and simply superb service. It's The Big Orange.

Budget
rent a car



The first bank you see in PNG



is the bank that knows PNG best

The Papua New Guinea Banking Corporation is the only bank to provide banking services at Jackson's Airport in Port Moresby, for the benefit of international travellers.

And as you'd expect from PNG's "nambawan" bank, you'll find our many branches and

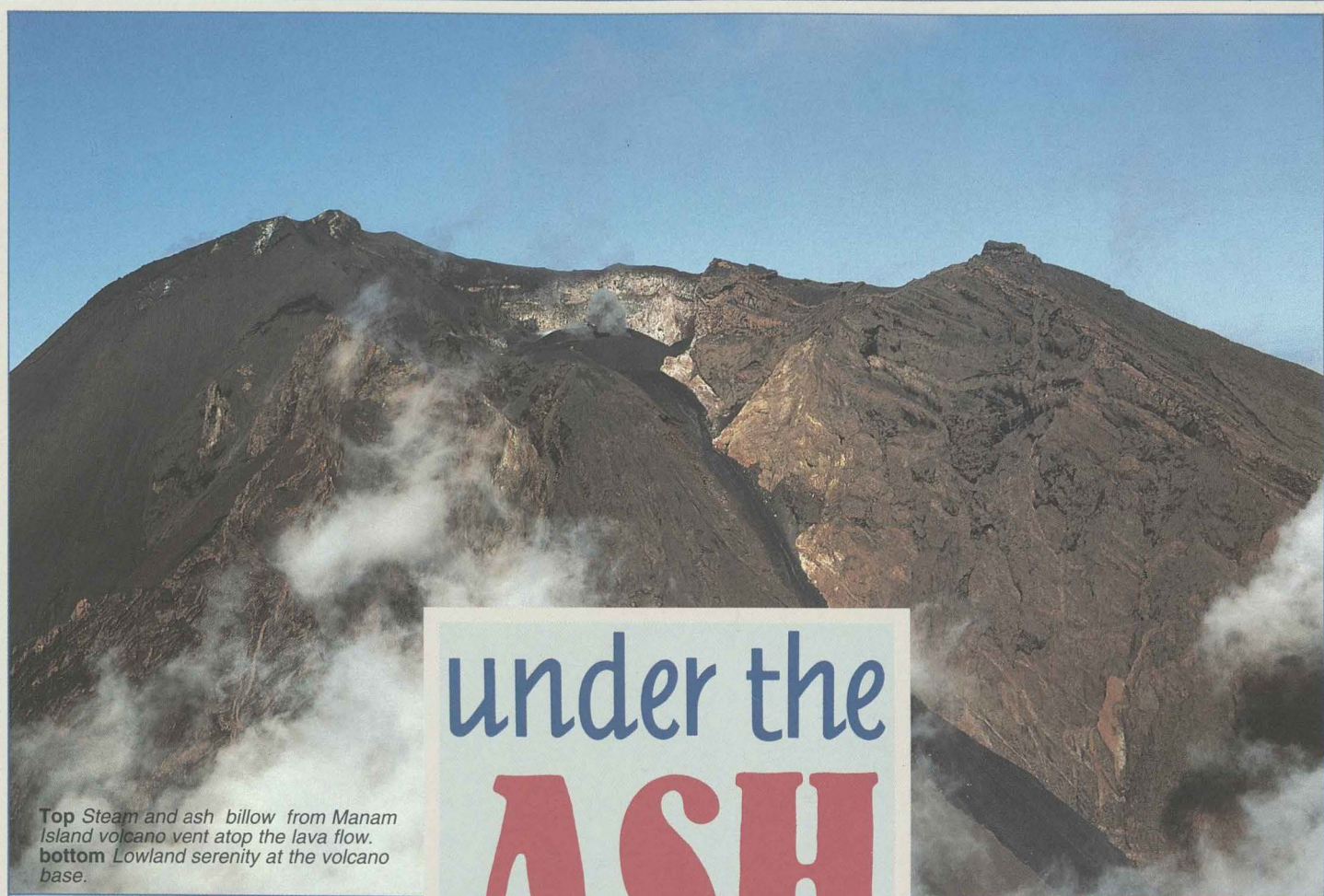
agencies right around the country, no matter where you go.

So whatever your personal or business banking needs, it pays to deal with the friendly staff at the PNGBC.

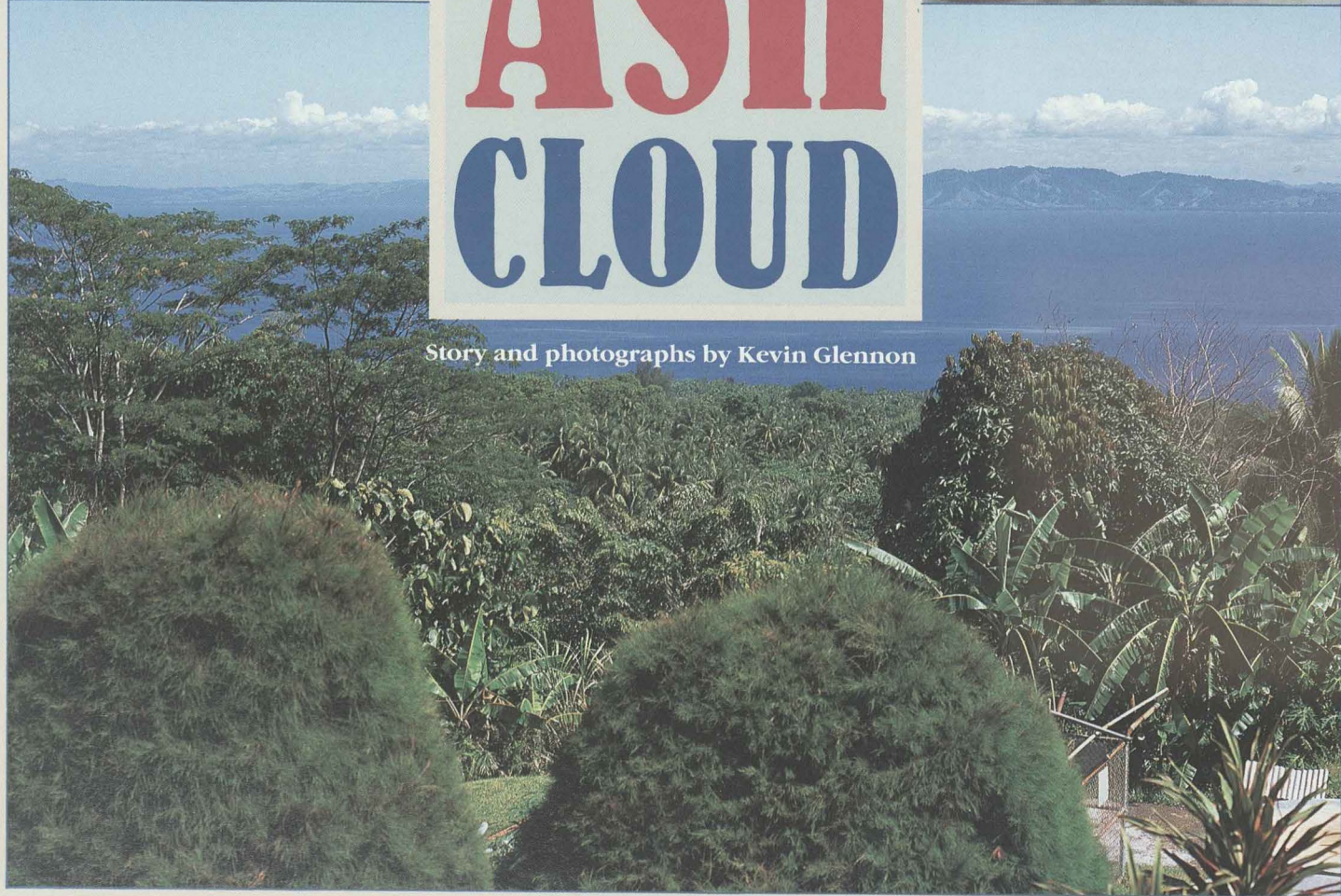
We're the bank that really knows PNG best.



P.O.Box 78, Port Moresby. Telephone 21 1999. Fax 229867 / 211954.



Top Steam and ash billow from Manam Island volcano vent atop the lava flow.
bottom Lowland serenity at the volcano base.



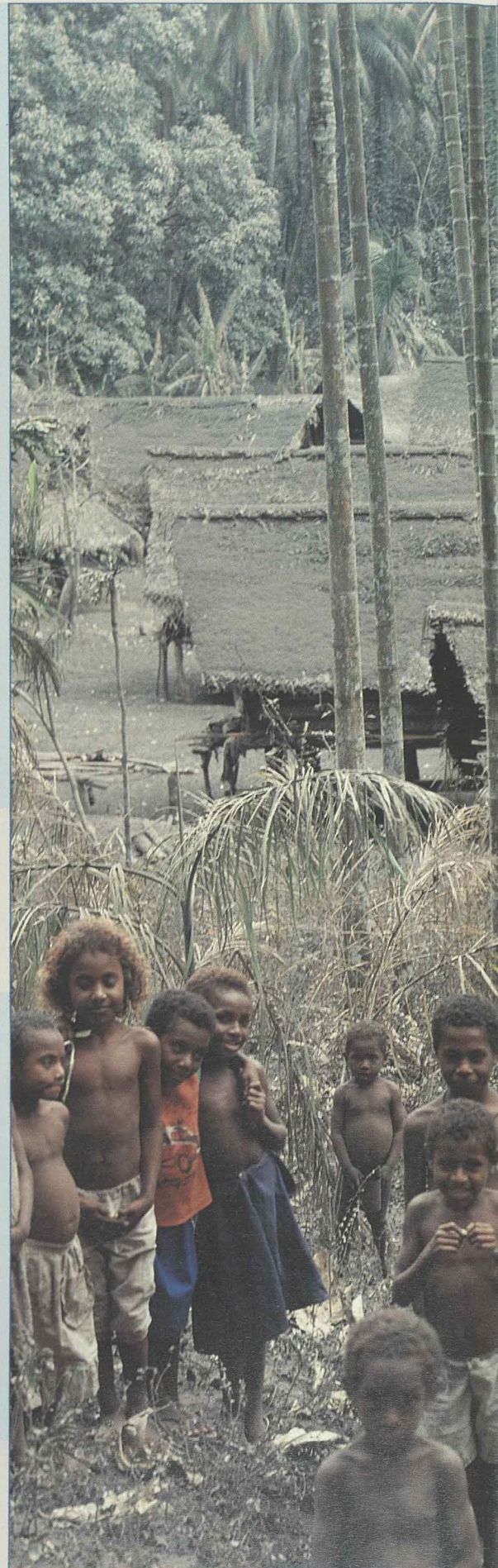
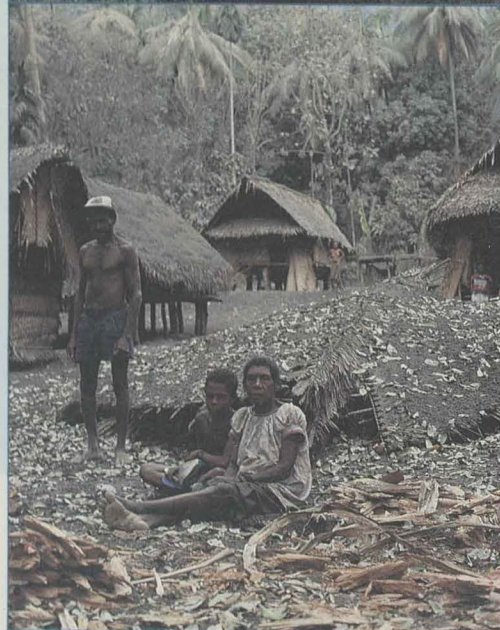
under the
ASH
CLOUD

Story and photographs by Kevin Glennon

In the north of Manam Island, on the lower slopes of the volcano, a sacred tangket bush, forbidden to be touched, stands secluded in the rainforest. Early in 1992, a small party of men from Baliau village cleared part of this forest for gardens. Because they came too close to the sacred tangket, the fire god Zaria retaliated. Magma coursed its way upward from the belly of the mountain and a torrent of fire and brimstone shot up into the atmosphere and down into the valleys.

The explanation by the Baliau villagers for the cause of the volcanic eruption on their island is just one of many such explanations of the world around them. Their life still contains the powers of sorcery, the pervasiveness of black magic. Though less powerful and less heartfelt than earlier this century, prior to sustained European contact, aspects of the occult remain, permeating their culture.

Top Manam Islander with pots filled from a steam. **centre** Lava cuts remorselessly through the jungle. **bottom** Ash from the 1992 eruption coated this village. **below** A village elder and story teller.





In early May, an American film crew landed their helicopter in the clearing in front of the ancestral spirit house of Baliau. The film crew asked the chief, the tanepwa of the village, to exercise his powers of sorcery - they wanted to film the tanepwa killing a man and bringing him back to life. The tanepwa replied that this was possible, but that for such drastic action the victim must have done great harm. And when he had killed the enemy, there would be no resurrection - the man would be dead forever.

When explaining this to me three days later, the tanepwa said that the powers over life and death could not be used any more. They had disappeared sometime during the last 60 years, in the years since ethnographer Camilla Wedgwood had lived and studied among the Manam in the 1930s.

Wedgwood reported on many facets of life in Manam. One of them was female

puberty rites. For seven days the girl was the focus of the village community. Daily ritual bathing in the sea was carried out with fun and enjoyment. She was dressed in skirts made of shredded banana leaf. Her face was cleansed with special leaves and her body beautified with oil. Each day an elder made small cuts in her skin to raise decorative scars over her body, to increase her beauty.

On the seventh day, after bathing and fitting new skirts, male relatives placed ornaments on her body. The girl's head was shaved, and she returned to the sea for a final washing. Back in the village she was redecorated. Her father sat with her and following ritual wailing by the women, she ate food provided by various kinsfolk. On the eighth day she returned to normal life.

Today, no young women or girls bear the keloids, the marks of ritual skin cutting. However, some of the middle-aged and most of the older

Left Survivors of the 1992 eruption beside their ash shrouded village. **below** Incredible destruction caused by the lava flow.





the sun and the Lounge Bar is the place to meet friendly faces, while the Aero Bar promises a private, guests only, atmosphere.

Lae International Hotel's newly renovated convention centre caters for as many as 300 people for a private dinner or banquet, 500 for cocktail parties, or 400 for theatre or seminar style functions. The Bulolo Banquet Room also caters to guests on a slightly smaller scale and the Boardroom is popular for meetings of up to 24. The hotel also offers special package conference rates.

Sporting and leisure facilities at Lae International Hotel include a swimming pool, tennis court, aerobics, a gymnasium, and a sauna.

General services include concierge/porterage, 24-hours laundry and dry cleaning, a boutique gift shop, Lae International Travel Agency, Avis Rent a Car, safety deposit facilities and ample free car parks.

The hotel offers a courtesy bus service to and from Nadzab Airport.

For reservations and further information, please contact:

Lae International Hotel
 PO Box 2774
 Lae Papua New Guinea
Telephone: +675 42 4200
Fax: +675 42 2534


LAE
INTERNATIONAL
HOTEL

Prestigious
International Hotel

Lae International Hotel is situated in the centre of Lae City on nearly four hectares (nine acres) of beautiful surrounding tropical gardens. It offers affordable luxury for people who expect first class standards, with the added touch of friendly, professional service.

The hotel's 100 deluxe rooms, including three suites and a recently opened additional wing, feature private bathrooms, international direct-dial telephones, satellite television, in-house movies, tea and coffee making facilities, a minibar on request and 24 hour room service.

Tempting cuisine is offered at a choice of three superb restaurants. The Vanda fine dining restaurant has tantalising, world class cuisine in a selection of local and international dishes. The International Coffee Shop is less formal, with the emphasis on speedy service, and the Pizza Restaurant continues to be a favourite for relaxed, casual dining or a meal on the run. Poolside barbecues on weekends are a relaxing way to soak up



women bear the skin cutting marks associated with this ritual surrounding their coming of age. Clearly a major change was occurring 25 to 35 years ago - in the 1950s and 1960s.

Villagers in the north are adamant that the force of change came from within, from a Manam Islander, who had worked as a plantation labourer in Rabaul and then returned to Manam. Irakau was of tanepwa rank, and on his return in the early 1950s he urged the planting of coconuts, told the women that the sacred flutes they were forbidden to see were not spirits, just pieces of bamboo, and brought change to Manam quicker than many years of exposure to the mission and control by the Administration.

Manam islanders, renowned as a proud and independent people, were resistant to change from outside influences. But when these same influences came to them through one of their own



leaders they were receptive. Today, the sacred flutes are pleasant musical instruments. The spirits have been removed from symbols close at hand and now lie secluded in the forest, in the sacred tangket bush, and at the top of the mountain, inside the volcano.

The debris of an old eruption litters the surface on the lower slopes in the north-east of the island. Ejected material, large stones and boulders, lie strewn around. In early May, Boagim, an old man from Kolang village nearby, recalled how more than a 100 people were killed from this old eruption and the sorcery that caused it.

Before the arrival of European ships, in the time of Boagim's ancestors, the tanepwa of Kolang had married a woman from the north-west of the island, a woman from Kuluguma. In old age, ready to die but married to a younger woman, Araruabia attempted to kill his wife in fear that she may remarry once he was gone.

Top Before the 1992 eruption all Manam Island was emerald green. **bottom** Life goes on in a village under the ash cloud. **below** Masks of the ancestors were saved. **far right** Black volcanic sand beaches along the mainland shore.



He tried to spear his wife but failed. He engaged his sanguma to perform sorcery to kill her without success, and finally he asked the paramount tanepwa of Manam, Sabugoru from Baliau village, to bring forth the fury of Zaria, the fire god of the volcano.

Messages were sent, the time was arranged. Some days later, the villagers of Kolang gathered for a meal of pig and taro, nuts and fruit. A violent eruption quickly swept material down the north-east valley killing all in its path including the old tanepwa and his young wife.

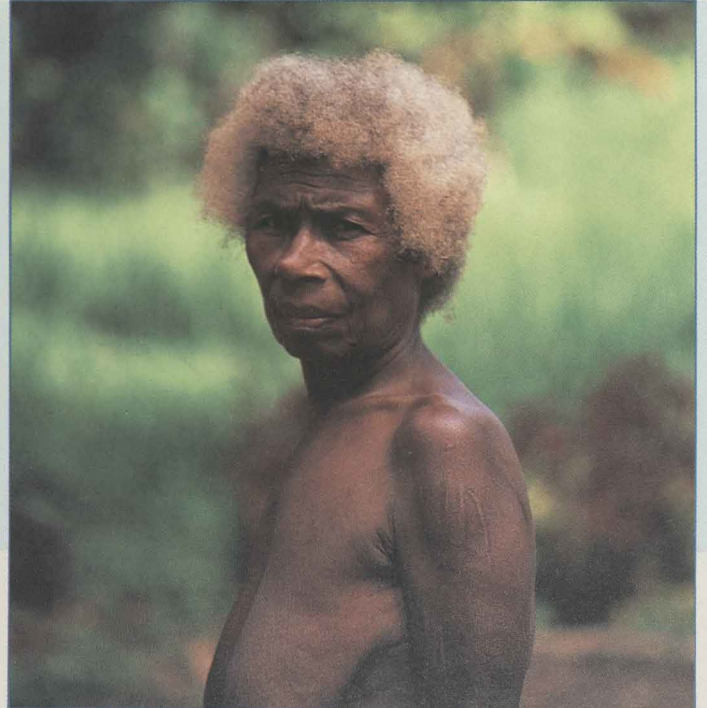
In relating the story, Boagim never hesitates, pausing only now and again to crush more betelnut in a small bowl carved into the top of a wooden spirit figure. It is not hard to imagine that beneath the volcanic rubble nearby, the remains of Kolang villagers lie where they were killed by an unexpected eruption.

Boagim retires early after

finishing his story. Others stay on and talk. The next morning Kolang village slowly stirs to the sounds of pups squealing under the men's house, the sounds of crowing roosters and snorting pigs around the village.

A small sliver of a waning moon has risen over the sea at 4.30am casting an eerie lightness in the pre-dawn. The surf on the beach and the mountain above in the distance, exchange rumbles, and a curving snake of lava courses its way between them. Later in the morning, the villagers begin their daily routine, as they have for hundreds of years, tending gardens under the ash cloud, in the shadow of Zaria.

Right Lava from the 1992 Manam Island eruption beat a direct path to the sea. **bottom left** Rebuilding from the fertile forest. **bottom right** Older Manam Island women shows scars from puberty rites.





Air Niugini

International routes



MONGOLIA
GOBI DESERT

NORTH KOREA

SOUTH KOREA

JAPAN

CHINA

EAST CHINA SEA

HONG KONG

Manila

PHILIPPINES

SINGAPORE

INDONESIA

Jayapura

Vanimo

Mount Hagen

PAPUA NEW GUINEA

Port Moresby

Honiara

INDIAN OCEAN

NORTHERN TERRITORY

WESTERN AUSTRALIA

AUSTRALIA

SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

WALES

VICTORIA

TASMANIA

SOUTHERN OCEAN

NORTH PACIFIC OCEAN

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

FEDERATED STATES OF MICRONESIA

REPUBLIC OF THE MARSHALL ISLANDS

NAURU

VANUATU

FIJI

TASMAN SEA

NEW ZEALAND



Manila
Hong Kong

St Matthias
Group

Manus Island
Lorengau
Momote

New Hanover

Vanimo

Vanimo

BISMARCK SEA

Bewani
Sissano
Aitape
Imonda
Lumi
Amanab
Green River
May River
Sepik
Ambunti
Kairiru Island
Wewak
Maprik
Angorum
Manam Island
Hansa Bay
Bogia
Karawari

HINDENBURG RANGE

Telefomin
CENTRAL RANGE
Lake Kopia
Porgera
Oksapmin

Ok Tedi Mine
Tabubil

Madang

Long Island

Umboi Island

Slassi

Gloucester

Talasea

Ningerumi
Rumginae

Kiunga

Mount Hagen
Tari
Mendi

Kundiawa

Goroka

Lae

Finschafen
Tami Island

Noro

Kagua

Okapa

Kainantu

Kaiapit

Nadzab

Lake Kutubo

Erave

Wabo

Mumeng

Bulolo

Salamaua

Lake Murray

Kikori

Baimuru

Ihu

Wau

Morobe

Kikori River

Purari River

Kerema

Bereina

Yule Island

Hisiu

Balimo

GULF OF PAPUA

Kiwai Island

Mt Albert Edward

Popondetta

Kokoda
Mt Victoria

Tufi

Morehead

Bensbach

Daru

Daru Island

PORT MORESBY
Bootless Bay

Sogeri

Kwikila

Kupiano

Wanigela

Singapore

TORRES STRAIT

Prince of Wales Island

Horn Island

CAPE YORK

Cairns

Cairns

Brisbane
Sydney

CORAL SEA

CAPE YORK PENINSULA

AUSTRALIA

Papua New Guinea



Air Niugini

N



"Yours outdoors for under K40,000"

Beat the luxury tax,
test drive your new 4x4 ISUZU TROOPER today.



DDA-SAVI NGM0194

ISUZU

NEW GUINEA
MOTORS

Fifty years ago, World War II in the Pacific was in its second year.

Papua New Guinea and the Solomon Islands were the focal point of the Japanese advance and the Allied resistance. The year 1943 saw the Japanese forces in control of large parts of the Mandated Territory of New Guinea - Lae, Salamaua, Madang, Wewak, Aitape and the islands of New Britain, Bougainville, New Ireland and Manus, with many airstrips in use or under construction in these areas.

In January 1943, the Japanese had advanced from Salamaua towards Wau, culminating in fierce battles in the Wau Valley short of the airfield. The last major thrust towards this objective was repulsed by Australian forces on 30 January. By 9 February, the Japanese had partially withdrawn towards the coast to re-group and re-supply.

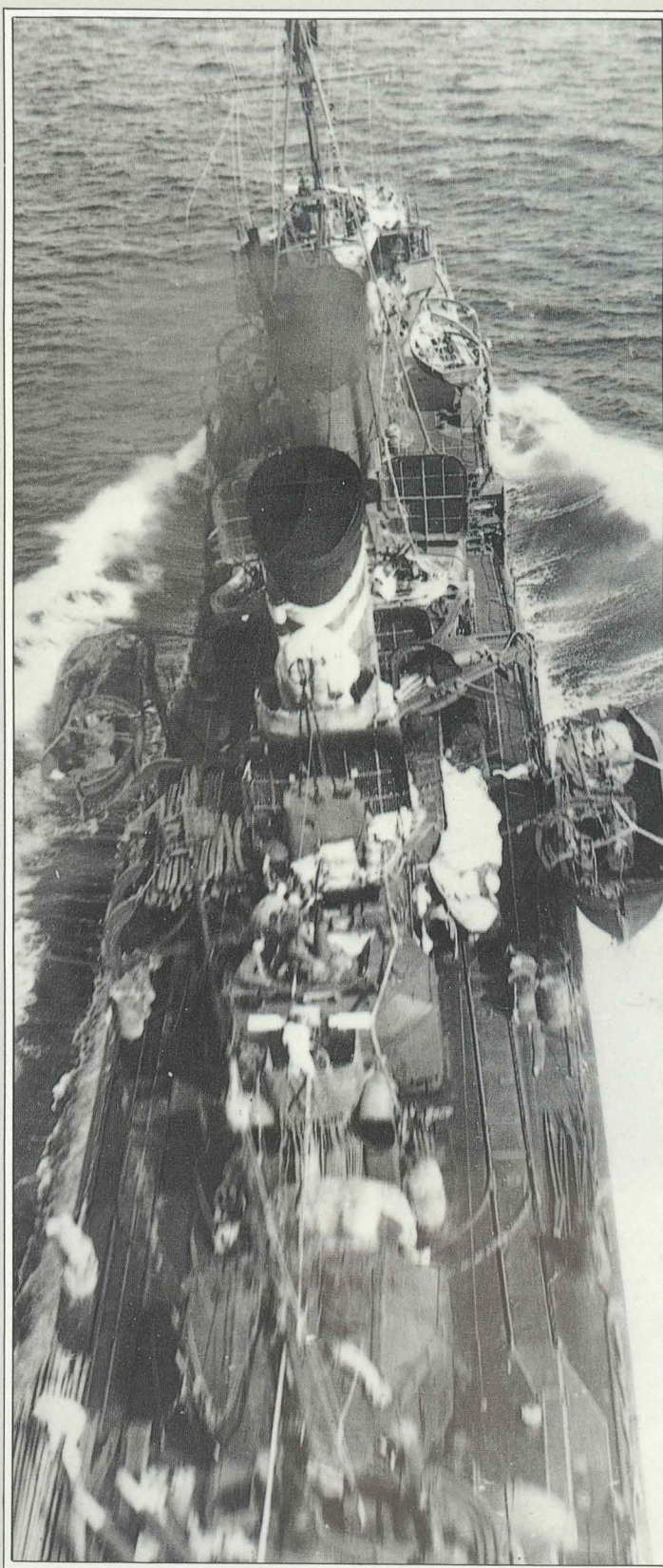
In early January, to support this operation, and to strengthen their forces for further advances up the Markham Valley, the Japanese despatched a convoy of 10 ships to Lae. Although Allied aircraft carried out numerous attacks, the convoy reached its objective, with the loss of one of these transports, the 4, 103-ton Myoko Maru can be seen near Malahang outside Lae.

Intelligence reports and aerial reconnaissance of Rabaul revealed preparations for another large convoy to bring further reinforcements and supplies to Lae, to depart Rabaul Harbor on 28 February.

Meanwhile in Australia, finishing touches were being applied to a weapon that was to have immense impact on the battle to come. The American 5th Air Force had converted many of its B-25 Mitchell medium bombers into 'commerce destroyers', installing eight machine guns in the nose, and using a newly devised technique called skip-bombing. These aircraft would lay down their own barrage as they flew at low level towards the Japanese ships, releasing their bombs with great accuracy.

Coincidentally, the day the convoy departed, 28 February, a rehearsal of the tactics to be used by the American and Australian air forces against the convoy was carried out near Port Moresby.

Bad weather descended on New Britain and the seas that surround the island on 27 February, and continued until 1 March. Intense aerial reconnaissance failed to locate any convoy until mid-



Above Japanese destroyer Uranami as seen from an attacking A-20 Boston flown by Capt Bill Smallwood (USAF photo).

battle
of the

BISMARCK SEA

Story by Bruce Hoy

afternoon on 1 March, when a B-24 Liberator sighted a 16-ship convoy north of New Britain. Continued bad weather prevented B-17 Flying Fortresses from locating the convoy and attacking it after the sighting report.

At dawn the next day, six RAAF Boston bombers swept low over Lae Aerodrome, bombing the runway and dispersal areas. Later that morning the convoy, still largely shielded by stormy weather, was relocated and a force of eight B-17s carried out the first attack, sinking the transport *Kyokusei Maru*. Another formation of 20 B-17s then attacked the scattering ships, damaging two more. The destroyers *Asagumo* and *Yukikaze* rescued over 850 survivors from the *Kyokusei Maru*. The two ships then sped to Lae to land the survivors before rejoining the convoy.

As the main convoy approached the entrance to Vitiaz Strait shortly before dark, a further 11 B-17s attacked it, resulting in additional damage to numerous ships. Japanese

Zero fighters, despatched from Gasmata and Lae, intercepted the three formations of Fortresses, causing no damage but losing two to the B-17 guns.

That night, an RAAF Catalina flying boat kept watch over the progress of the convoy, occasionally dropping bombs.

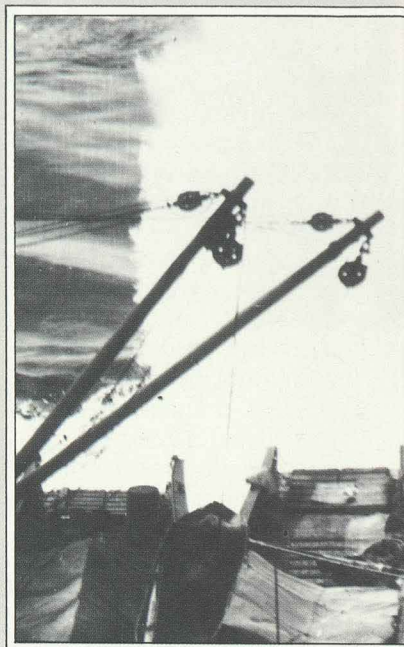
Next morning, with the ships now through Vitiaz Strait and into Huon Gulf, almost 90 Allied aircraft took off from the airfields in and around Port Moresby, rendezvoused over Cape Ward Hunt and headed for the Japanese convoy. Thirteen B-17s protected by P-38 Lightnings made the first attack from 7,000 feet, meeting stiff resistance from defending Japanese Zero fighters from Lae. One B-17 and three P-38s were shot down. At least 15 Zeros were shot down by the Lightnings and Fortresses. One vessel, the 8,125-ton naval supply ship *Nojima* was bombed and sank after colliding with and seriously damaging the destroyer *Arashio*. The B-17 attack was closely followed by 13 RAAF Beaufighters which, from an altitude of 500 feet, made repeated strafing

attacks to silence the anti-aircraft guns.

Following immediately, a squadron of B-25s, using forward machine guns to keep the ship's gun crews down, bore in at low level, releasing their bombs to skip into the sides of the ships and explode below the waterline. Seventeen direct hits were made during this onslaught, and soon ships were listing or sinking, their superstructures smashed and blazing.

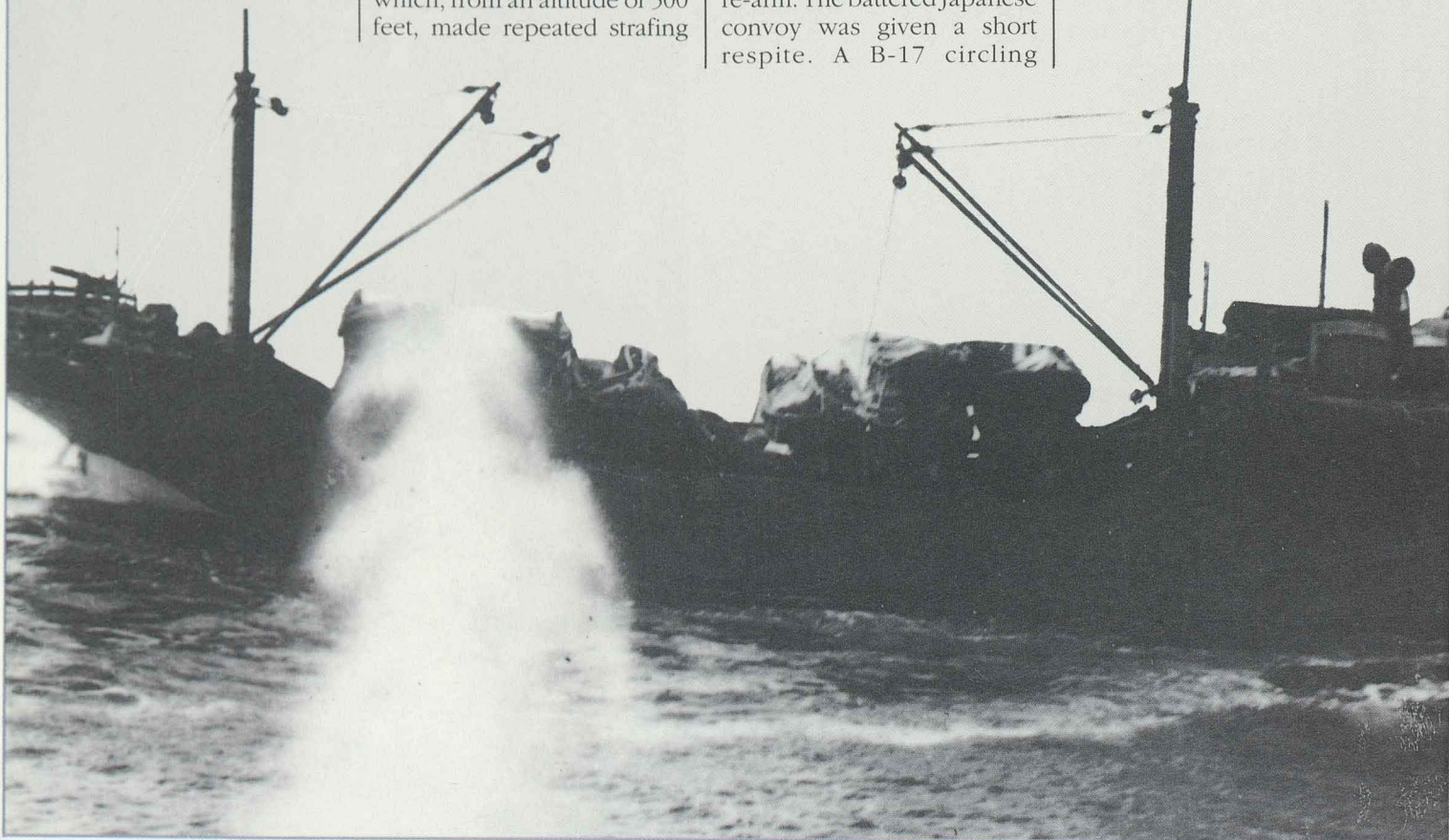
A squadron of A-20 Bostons joined the battle, claiming 11 direct hits. Many of these transports were strafed again by the wave-hopping A-20s. A further formation of B-25s reported four more hits, and witnessed two cargo ships burning as a result of a collision while attempting to evade the attacking aircraft. Within the first 15 minutes of the opening of the Allied attacks, the seven remaining transports and two destroyers were either sunk or mortally damaged.

With their bombs and ammunition expended, the attacking aircraft withdrew to Port Moresby to re-fuel and re-arm. The battered Japanese convoy was given a short respite. A B-17 circling



overhead counted five burning ships with four standing by, rescuing troops and crews from the ships sunk that morning.

The weather over the Owen Stanley Ranges deteriorated





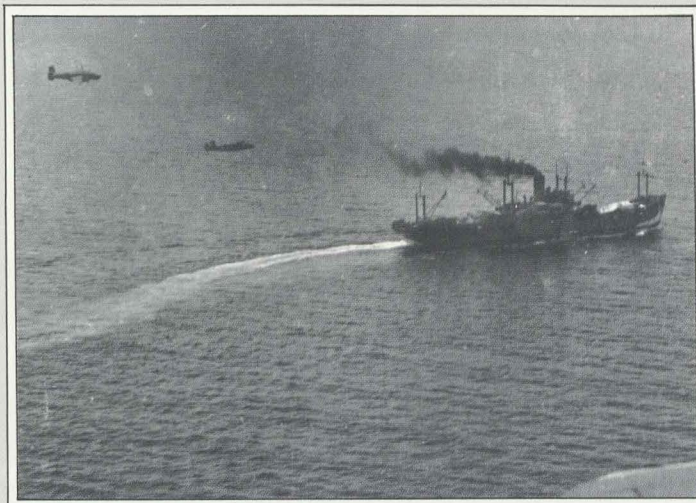
as the afternoon progressed, but the allied attack continued, with Mitchells, Fortresses and Bostons. By early evening, of the convoy of eight cargo/transport ships and eight destroyers that had sailed from Simpson Harbor three days earlier, only one transport, Oigawa Maru and two crippled and abandoned destroyers,

Asashio and Arashio were still afloat in the immediate battle area, with four other damaged destroyers, Uranami, Shikinami, Yukikaze and Asagumo to the north near Long Island. That night, the transport was sunk by American PT boats, and the following day, the two abandoned destroyers were attacked and sunk by B-25s.

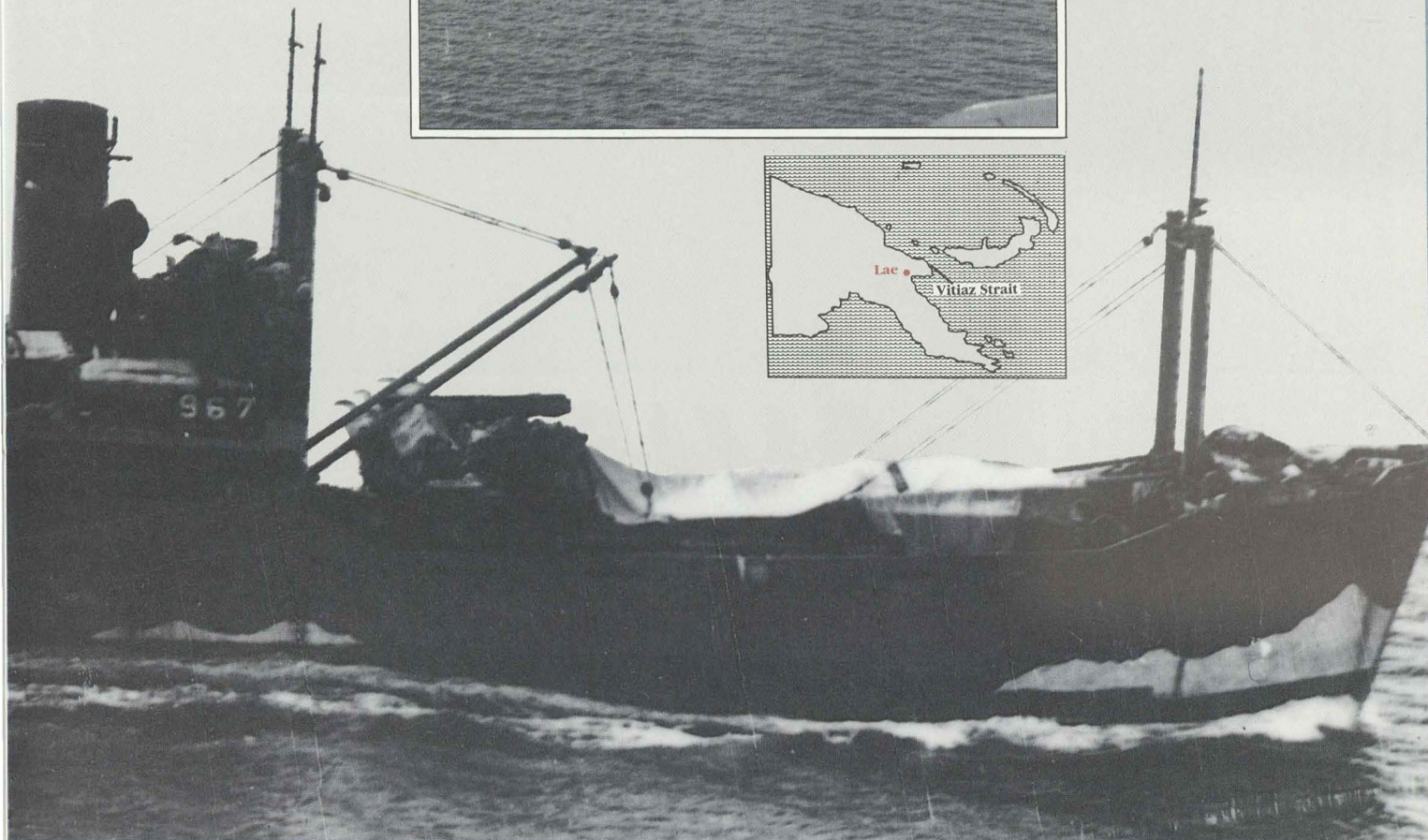
Having completed the transfer of rescued troops and sailors from the sunken destroyers and transports to the Uranami and a newly arrived destroyer Hatsuyuki from Kavieng, the three surviving destroyers, Shikinami, Yukikaze and Asagumo returned to the battle

area and carried out further rescue work. At midnight, the three ships retired to the north, arriving in Kavieng in the evening of 4 March. The next morning the destroyers were back in Rabaul, sole survivors with the Uranami which had arrived the day before, of the 16 ships that had sailed so confidently from Rabaul a little more than four days earlier.

It was a stunning victory for the Allied air forces. For the first time, land-based airpower had almost completely destroyed a large naval convoy, using a newly devised bombing technique that left little chance of survival for the shipping under attack. The battle of the Bismarck Sea was the last time the Japanese sent large surface transport ships into the Huon Gulf-Solomon Sea areas During World War II.



Top Five landing barges aboard Taimei Maru, just missed by a bomb. *centre* Taimei Maru attacked by two B-25 Mitchell bombers. *bottom* Taimei Maru seconds before it was destroyed by bombs (all USAF photos).



Nationwide Car Rental in Papua New Guinea.



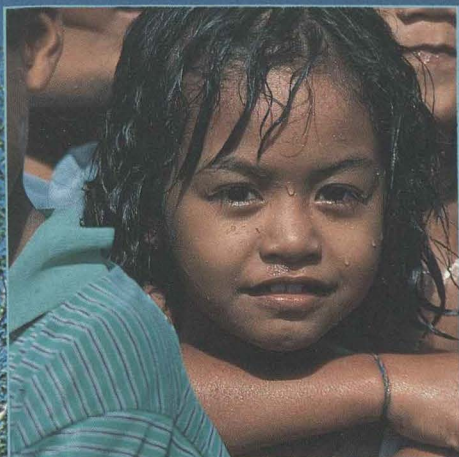
AVIS

We try harder.

Port Moresby, Lae, Mt. Hagen, Madang, Rabaul, Wewak, Goroka, Manus.

Reservations 258258 258429

Below Farmhouse outside Zamboanga.
inset Samal girl from the Sulu Islands.



Down South in Mindanao

Story and photographs by Tom Cockrem

I had seen the movie, 'The Real Glory', a thirties black and white with heroes Gary Cooper and David Niven grimly defending a tiny American outpost from a band of Muslim pirates. There was no doubt who were the villains. Fiendish marauders tortured, schemed and plundered, biding their time for the final assault. The colorful patterned sails of their boats were seen to fill the bay. A wild and fearsome onslaught ended of course in a gallant victory for the heroes.

This was in the Philippines, way down south in Mindanao, where Muslim gipsies roam the seas and temple domes rise above villages built on stilts. There are plenty of reasons why anybody would want to visit, but when it came down to a choice, those vivid movie scenes, however fanciful, had me bound for Mindanao.

Zamboanga is not the biggest town on Mindanao island, but is where most of the history seems to have happened. The Spanish settled in the 1630s and the United States made it a power base in



Top Badjao village of Rio Hundo. inset, far left Children's thong sandals await owners' return. inset, left Shells for sale on Zamboanga foreshore. below Zamboanga port. inset, right Badjaos, or sea gipsies, at Zamboanga. bottom right Shrine to Our Lady of the Pilar.





1898; it is also where the Japanese invaded, and where peace was finally gained. Fort Pilar was the trophy for all these foreign conquests. It houses a museum now, and a sacred shrine to Our Lady of the Pilar.

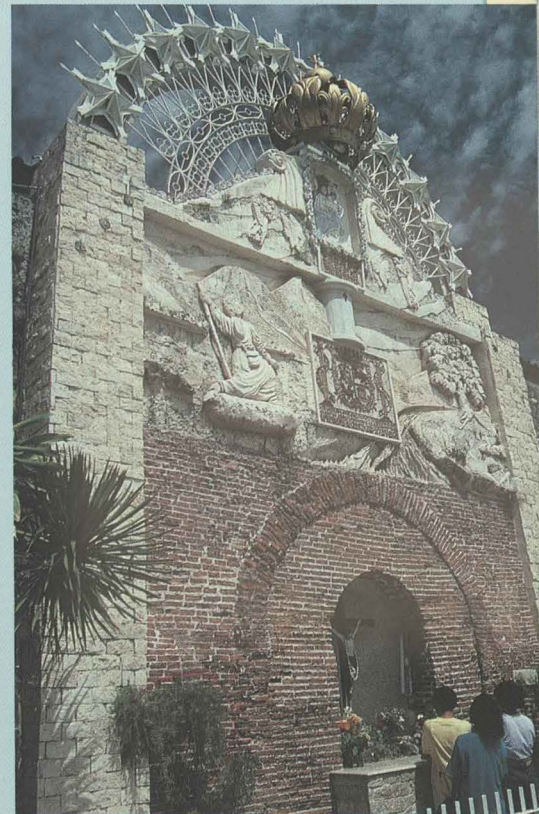
In Zamboanga too there are ethnic tribes - the Yankans, famous for the beauty of their weaving, the Samals from the Sulu Islands further south, and of course, those roving Muslim gypsies, or Badjaos as they are called. No longer villains now (you wonder if they ever really were), they live in

peace at Zamboanga, in their boats mainly, just as they have always done.

"Lantoka Hotel, sir. I take you there." "Staying at Lantoka, sir? Go with me." The taxi drivers let you know the Lantoka is the best hotel in town. And who would argue? A fine old lodging house, steeped in tradition, it has character to burn. It has the best location in town. Perched on the waterfront, it is flanked to the right by a Samal village and to the left by Fort Pilar and the Badjaos of Rio Hondo.

Here, close-up, is all the color and bustle of the exotic Zamboanga port, with lovely sand-rimmed islands just beyond. But best of all is to meet the village children. They sell seashells of exquisite beauty and stage fantastic shows of water acrobatics. "Give me one shot, Joe," they cry in turn, and leap in wild abandon off the rocks - a great opportunity for camera buffs.

I like the towns the Filipinos make. I like the speed at which things move, the intensity of life and the bursts of imagery and color that assail from every side.



Coral Sea Hotels

Papua New Guinea's Largest Hotel Chain

together with the
Premier Car Rental Company

Check into one of our superb Hotels
in any of 7 unique locations throughout
Papua New Guinea and enjoy friendly
Melanesian Hospitality as well
as access to top quality Hire Cars.



Port Moresby



Mount Hagen



Port Moresby



Madang



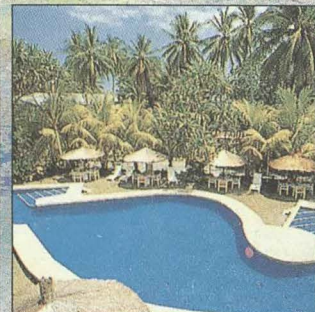
Lae



Popondetta



Lae



Coral Sea Hotels

P.O. BOX 1215 BOROKO, PAPUA NEW GUINEA
CENTRAL RESERVATIONS
PHONE: (675) 25 2612, FAX: (675) 257853

Budget
rent-a-car

The greens of Mindanao are tropical and lush, the earth a chocolate brown. Gardens pink with bougainvilleas confirm the claims of travel brochures that Zamboanga is the city of flowers.

Like many towns here, Zamboanga has that city feel, at least right in the centre. It buzzes with the noise and pace of a city twice its size; it has a huge fresh food market that overwhelms the square, and the people sparkle with spontaneity and wit.

A thousand taxis (tricycles more than jeepneys here) play dodgem games along the thoroughfares. But in minutes, drivers have the passengers whisked away, out of town to where they want to go - hillsides green and cool or beaches sparkling blue. This is not a big city after all.

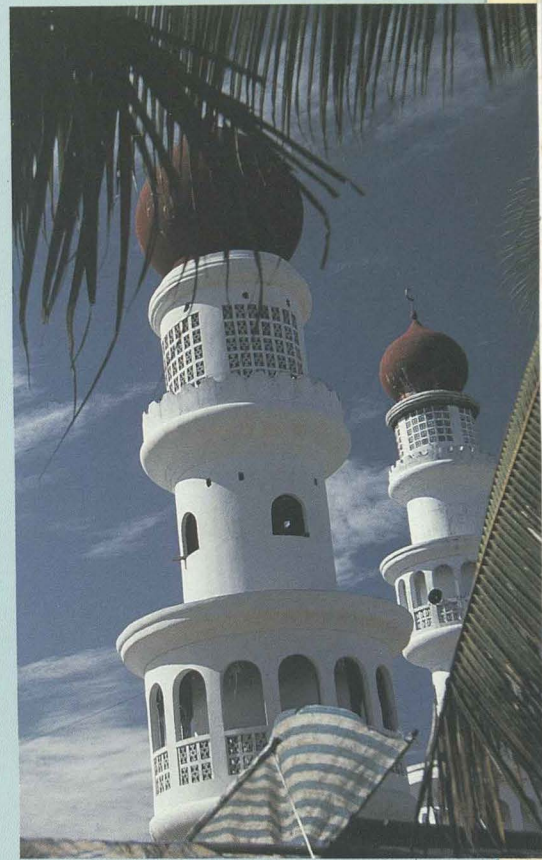
Parks and gardens in Zamboanga are exotic groves of tropical shrubs and trees. They have bubbling streams of fresh

spring water that serve as public swimming pools. The beaches also have a democratic feel. At Vista Del Mar, throngs of picnickers in shady seaside shelters share bowls of bihun.

There are things one simply has to see. The Muslim village of Taluksangay is a 40-minute drive from town. Along the way, rice paddies are interspersed with groves of mango and banana trees. Everywhere bougainvilleas bloom, splashing color on the scene.

Taluksangay village is surprisingly large. Built on wooden stilts, it extends on one side to the sea and on the other to a lake. A maze of rickety walkways join the homes. Towering above all this are three majestic temple minarets.

Right Muslim temple at Taluksangay. **inset, left** Samal children. **inset, right** Badjao girl. **bottom** Taluksangay village.



The Samal people here have a gentle, undemanding way. They go about their chores, pleased to welcome a visitor and share a joke or two. Their homes look humble, but opulence is apparent from the television aerials that sprout from nearly every roof. The Muslim temple plays a dominant role in Taluksangay life. There are calls to prayer five times a day. Clearly in this village there is much to thank Mohammed for.

Back at the Lantoka, on the terrace, a boatman offers a trip to Santa Cruz. This beautiful coral island with its pinkish sands and crystal water is a 20-minute boat

ride away. Grnesto Taruc, my navigator, is from the Muslim village there. His wife, he told me, is a Christian, and theirs is one of few mixed marriages.

Santa Cruz has no shops but there are many picnic tables, and places to make a barbecue. Ill-prepared as usual, I was fortunate to get an invitation from a Filipino family lunching around an open fire. "Bihun Guesado, sir. Please try. Good hey?" and sure enough it was.

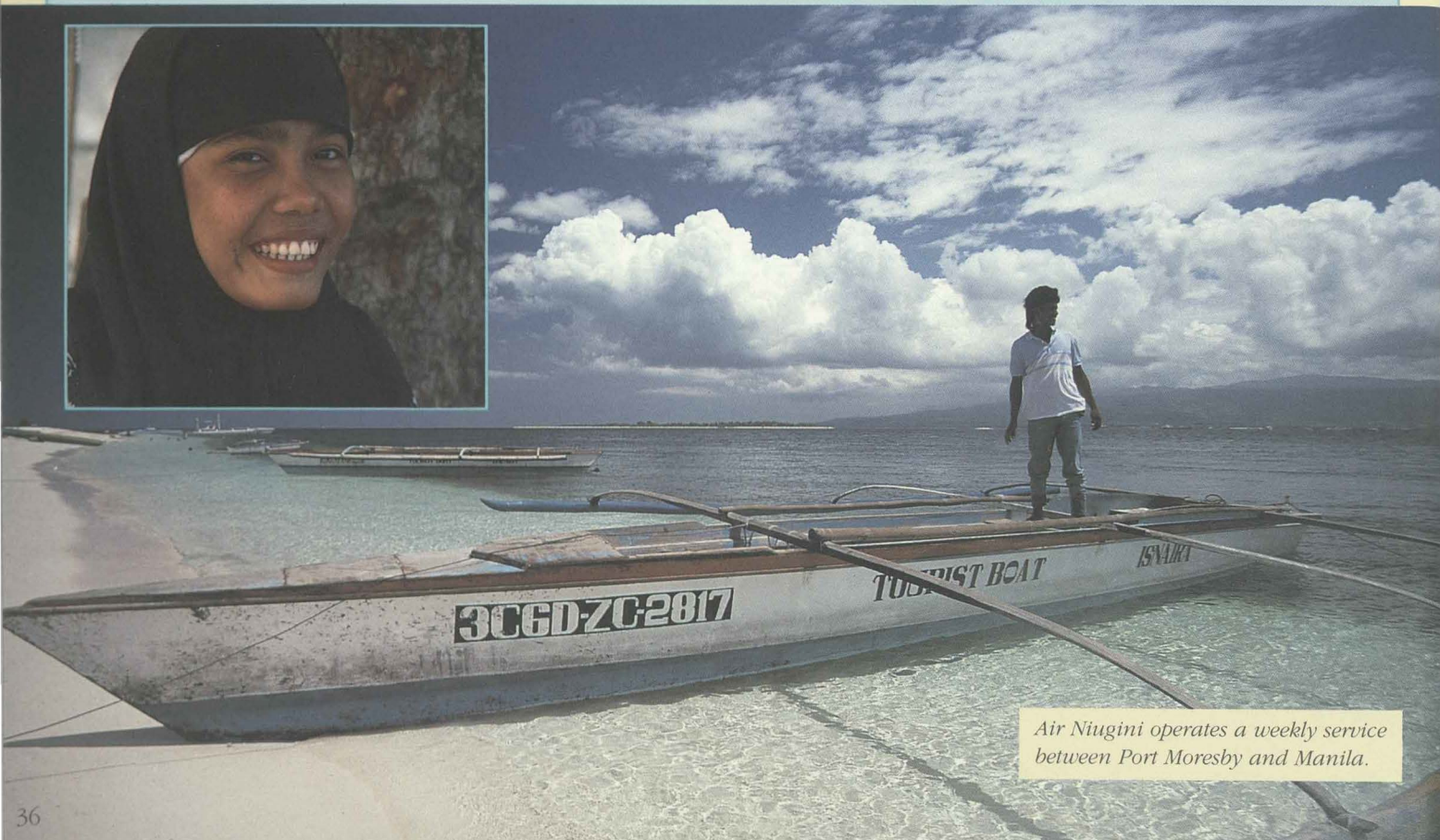
Zamboanga used to be a free port. The Government had given up attempts to stop the smuggling. The barter trade markets were the



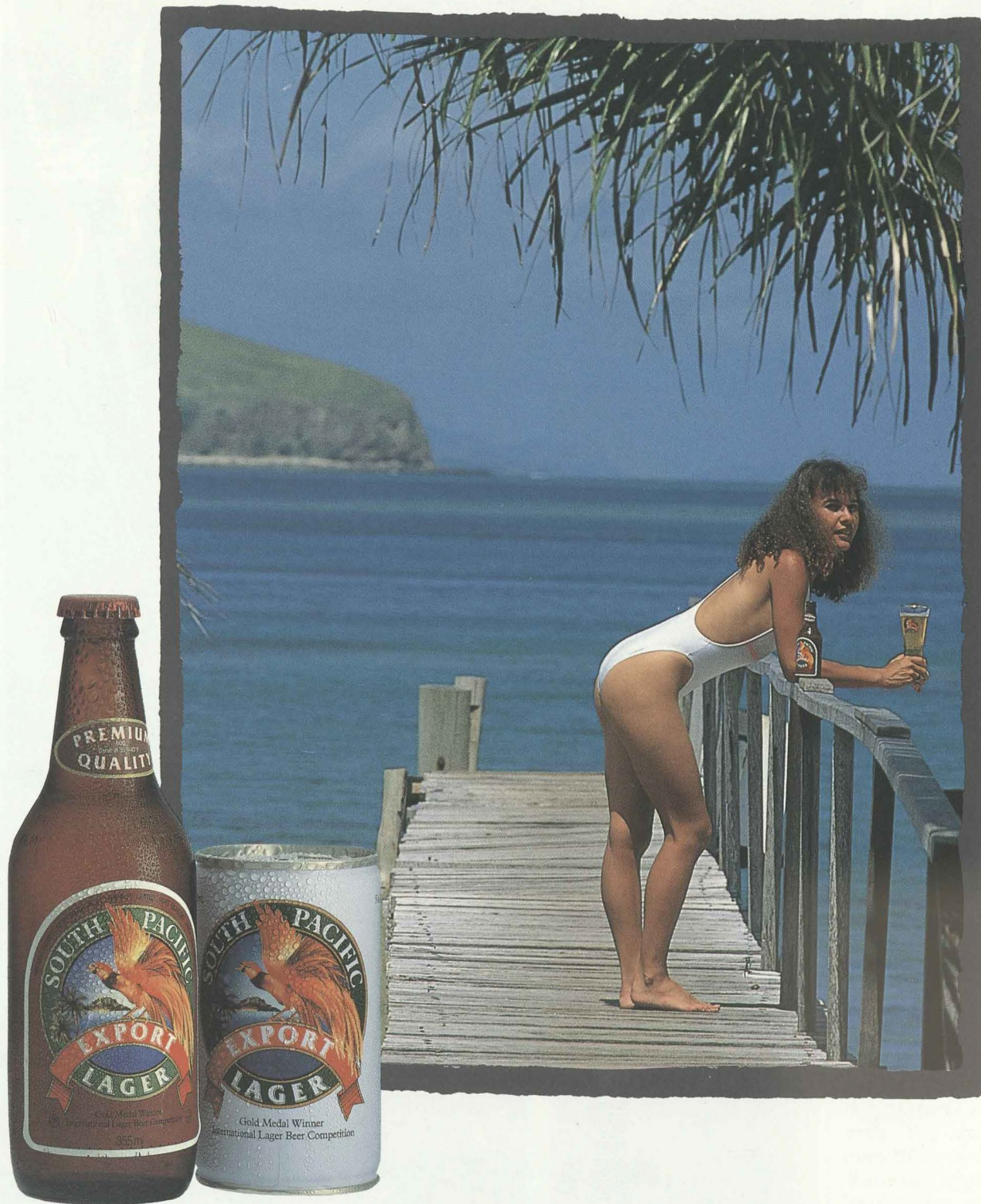
outlets for goods from China, Malaysia, Japan and Singapore. These days duty must be paid; traditions stay, however, and bargains at the markets still abound.

Zamboanga, city of flowers, of history, and of ancient ways retained, is about an hour by air from Manila. Images from that movie stay with me, but they're sharply colored now and very real.

Top Worshippers at a statue of the Virgin Mary. **left** Tree house at Vista Del Mar beach. **inset, below** Muslim girl at Taluksangay village. **bottom** Tourist boat at Santa Cruz Island.



Air Niugini operates a weekly service between Port Moresby and Manila.



THE BEER OF PARADISE...
SOUTH PACIFIC EXPORT LAGER



We've got the Pacific Covered.

These are just some of our Pacific Forum Line people.

Along with the rest of the Pacific Forum Line team, they are the most professional people in the business and between them they have over 100 years

experience in shipping. That experience is at your service, always.

They organise for your products to be delivered to Pacific markets with the kind of efficiency you've come to expect from Pacific Forum Line.

Pacific Forum Line Shipping Services

- Australia
- New Zealand
- Fiji
- New Caledonia
- Tonga
- Western Samoa
- American Samoa
- Tuvalu
- Kiribati
- Papua New Guinea
- Solomon Islands
- Cook Islands



Telephone: Auckland NZ (09) 307-9100
 Fax: (09) 309-2683
 Telex: 60460

Pacific Forum Line
We run the Pacific, regularly.

Story and photographs
by Ranil Senanayake

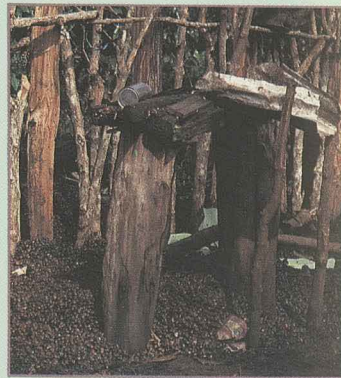
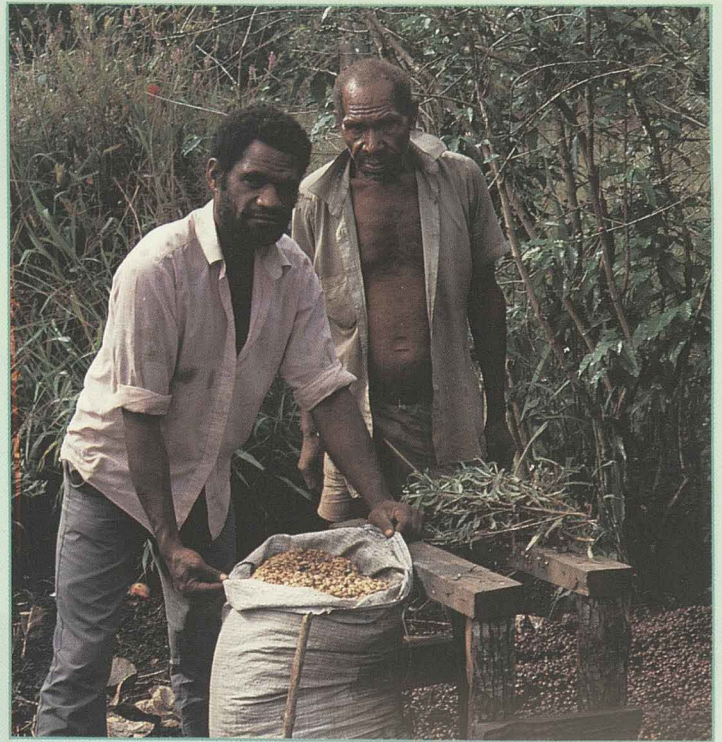
Organic Coffee

Coffee grown by the traditional people of the Papua New Guinea Highlands is rapidly gaining a reputation for cleanliness and freedom from pesticides. The rapidly expanding market for 'organic' produce has made village-grown Highlands coffee a value-added export commodity in high demand.

The well flavored species of coffee grown in the Highlands is Arabica. It is also a major cash crop of PNG. The annual export value in the 1988-89

season was K151.6 million.

Arabica coffee is grown in 12 of the 19 provinces. It is grown in plantations as well as by smallholders. While plantation coffee is grown under formal management techniques, smallholder coffee is produced in small orchards with nurse trees, or random household plantings. Individual levels of production are not very high but provide for the needs of the smallholders, who amazingly account for about 70 percent of exports.



Most smallholder coffee bushes receive no fertiliser other than nitrogen fixed by nurse trees and leaf litter. However, the soils are rich and deep, and show no signs of physical erosion because they are protected by the nurse trees. The species of nurse trees differ in each area. The Wantoat region and Tsak Valley use casuarina, the Kabwum valley region uses albizzia, the Mongi Valley region uses leucania and casuarina. The patches of trees of a similar color which can be seen from an aircraft's window, often indicate these smallholder coffee gardens.

Left Smallholder coffee plantation in the Highlands. **top** Village coffee, dried and bagged. **above** Homemade coffee pulper.

Under the shade of the nurse trees, small coffee plants are grown from seed and are set out in the field about three metres apart. The bushes begin bearing after three to four years and continue to produce crops for 30 years or longer.

Coffee harvesting is done by hand, only the red, ripe berry known as cherry being taken. The cherry is husked using a mechanical pulper and the bean is laid out to dry in the sun before being bagged for sale.

Because of the remoteness of many Highlands smallholdings, no pesticides or herbicides have been used. The coffee of some villages is flown out by light airplane or helicopter.

An initiative taken by two Goroka-based companies has made smallholder coffee a viable product for the organic market. The companies arranged for an inspection and certification service from the National Association for Sustainable Agriculture Australia (NASAA).

The certification called for sampling soil and tissue from all the villages to be registered, resulting in many days of mountain hopping in helicopters. As the sampling involved map co-ordinates determined randomly, many landings were in small forest clearings and ridge crests - heartstopping stuff for the prize of a bagful of soil and leaves



Right Village coffee bush heavy with berries, **left** Collecting soil samples by helicopter. **bottom** Household coffee bush.



Testing the sample revealed some interesting facts. Not all the samples collected from the remote villages were clean. Of the 54 villages tested, three showed contaminated soil. Someone, at sometime past, had carried pesticide to the village and used it. This finding validated the need for rigorous certification. Organic coffee from PNG has been tested to the satisfaction of all consumers of organic foods.


Today about 26,000 hectares containing coffee smallholdings have been certified. As a traditional owner commented: "we always knew that our coffee was 'sweeter'." Now, thanks to the extra premium and the higher market profile of 'organic' produce, this coffee will create new market interest and be appreciated the world over.



Aviation
Papua New Guinea.



Shell Papua New Guinea Pty. Ltd.



WE KNOW PNG...
BECAUSE WE ARE PNG.

We know...
Our People...
Our Resources...
Our Businesses....

We are...
KILA BOWRING
Being expert in our
field is your bonus.

**MOST PEOPLE
CALL IT PARADISE...
WE CALL IT OUR
COUNTRY.**



Kila Bowring Insurances Pty Ltd

A MEMBER OF THE MARSH & McLENNAN GROUP
INTERNATIONAL INSURANCE & RISK MANAGEMENT CONSULTANTS
Ph: 21 1811 Fax: 21 1324

BETWEEN
LAND & SEA



Story and photographs by Liz Abel

Above Mangrove root art by Tom Tanaka.



Tropical mangrove swamps can be eerie and unnerving places. The vegetation, made up of twisted trunks and tangles of looped prop roots, guarded by regiments of poker-like breathing roots, is virtually impenetrable. At any moment the human intruder can slip, and get sucked knee deep into viscous, stinking mud.

Being neither land nor sea, it is a strange world where things shift lawlessly from one element to another, with the ebb and flow of the tide. Fish come out of the water and climb trees and stare with

bulbous, blinkless eyes; mammals go back to the sea and grow elongated like fish: and roots grow upwards as if gasping for breath in the still, fetid air. Nothing stays where it began because everything is constantly climbing into or out of its topsy-turvy environment.

It is a scenario in which Edgar Allen Poe might have set Alice in Wonderland.

I was therefore both curious and intrigued when I set out from Alotau, on a three-hour boat trip, to visit Tom Tanaka, a Milne Bay artist who fashions weird creatures from mangrove roots. Having

already seen some samples of Tanaka's creations I rather fancifully imagined that he might resemble a cross between Salvadore Dali and, perhaps, Paul Gauguin, so I was quite surprised to meet an extremely dignified man in his well-preserved late 50s. Contrary to the impression also conveyed by his art, he is a man with the supremely serene air of someone who has finally found his right metier.

Among the mangroves that grow around the bay at Leilei where he lives, overlooking China Strait, Tanaka combs the flotsam for weathered and



Top left Some of the works are weird, some whimsical. **centre left** Artist Tom Tanaka and son Taichuro set off by canoe for the mangroves. **bottom left** A fish, or a bird, depending on the viewer. **above** Fish versus fish, by the artist. **right** Tom Tanaka. **far right** Creature from the mangroves.



interestingly shaped roots. These he transforms, not by carving as it would appear, but simply by touches of paint to highlight features that to him suggest eyes, feathers or scales. In his hands, innocuous lumps of wood become



creatures of vivid imagery - some playful and whimsical, others disturbingly surreal, half this and half that, bending the imagination and challenging recognition.

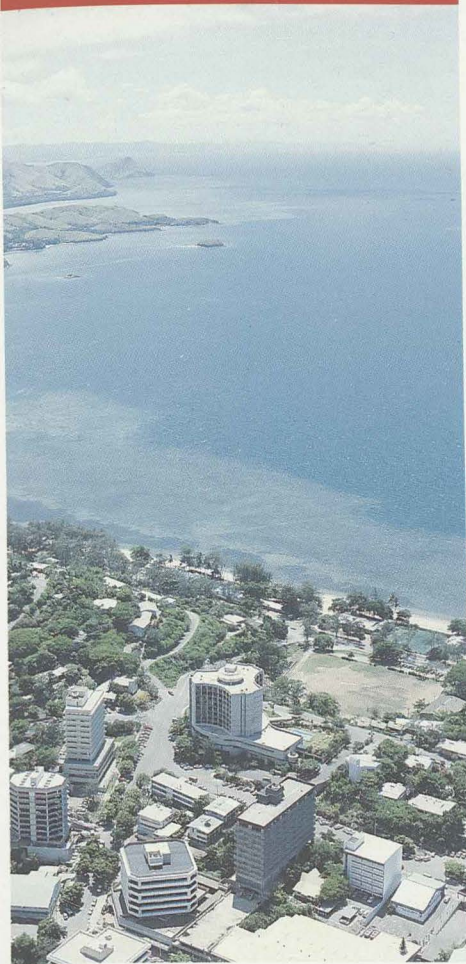
It is a unique art form, neither sculpture nor art, but something nebulous in between. It might deny categorisation but it does seem to capture the very essence of the mangrove swamp, the strange world between land and sea.

Far left Artist Tom Tanaka and son Taichuro at home. **centre** Possibly a sea eagle with its catch. **bottom** Father and son check source of materials and inspiration.



Travelodge
PAPUA NEW GUINEA

Port Moresby
Travelodge



business

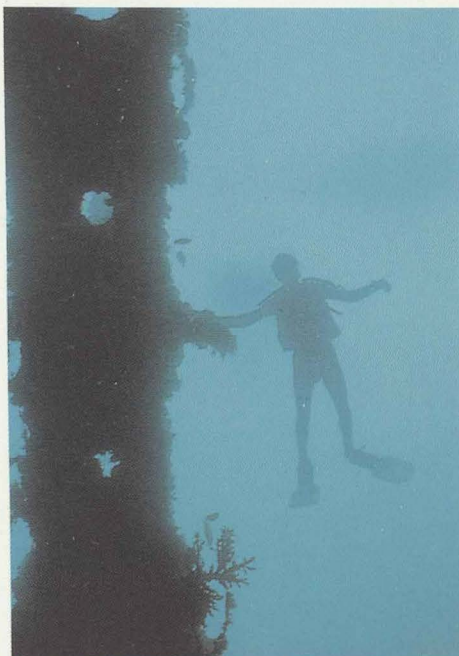
With panoramic views of the Pacific Ocean overlooking Port Moresby City Centre, the Port Moresby Travelodge is the hub of business and social activity.

A truly first class hotel with friendly and attentive staff that offers everything for the business and tourist traveller.

FOR AIRPORT TRANSFER AT PORT MORESBY CONTACT AVIS RENTAL DESK

Port Moresby Travelodge Ph: (675) 21 2266
Cnr. Hunter & Douglas Streets. Fax: (675) 21 7534
P.O. Box 1661, Port Moresby. Telex: NE22248

Papua New Guinea has three superb Travelodge Hotels.



Rabaul
Travelodge

pleasure

Rabaul is a tropical island paradise with spectacular volcanic ranges, sandy palm lined beaches and deep turquoise lagoons.

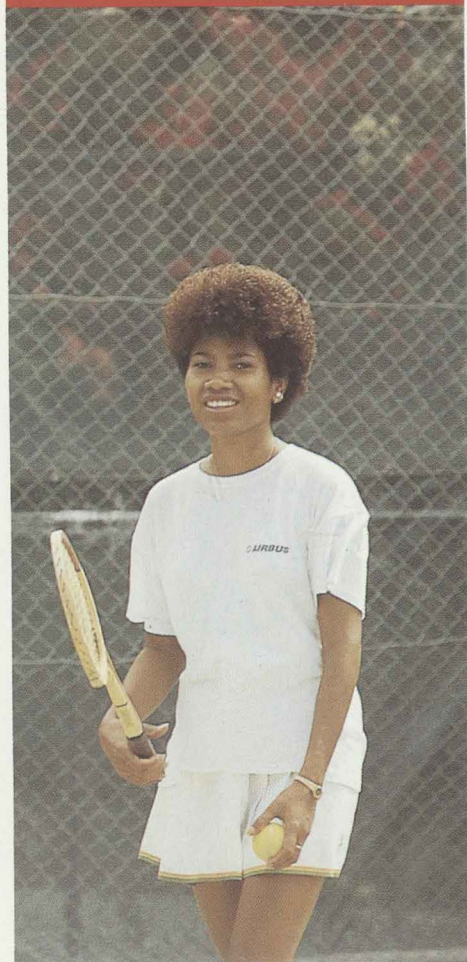
Nestled on Rabaul's waterfront with sweeping views of Simpson Harbour is the Rabaul Travelodge.

Spectacular diving or tours of wartime relics make your stay a most memorable experience.

Rabaul Travelodge
Mango Avenue, Rabaul.
P.O. Box 449, Rabaul, ENB.

Ph: (675) 92 2111
Fax: (675) 92 2104
Telex: NE92975

The Islander
Travelodge



recreation

The luxurious alternative for the business traveller or visitor is The Islander Travelodge Port Moresby, situated at Waigani on 12 acres, surrounded by tropical gardens, The Islander Travelodge boasts two full size tennis courts, four squash courts, garden pool and gymnasium.

The Islander Travelodge
Waigani Drive, Hohola
P.O. Box 1981, Boroko.

Ph: (675) 25 5955
Fax: (675) 21 3835
Telex: NE22288

NEW TOYOTA
CROWN
PURE ELEGANCE



 **TOYOTA**

Ela Motors